

# **GOODS MOVEMENT TASK FORCE**

## **AGENDA**

WEDNESDAY, DECEMBER 15, 2004

9:30 AM – 11:00 AM

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### **ITEM**

#### **1.0 CALL TO ORDER AND INTRODUCTION**

**Hon. Art Brown**  
**City of Buena Park**  
**Chairperson**

#### **2.0 PUBLIC COMMENT PERIOD**

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to staff. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes. When you are called to speak, please come forward and state your name for the record.

#### **3.0 CONSENT CALENDAR**

**5 minutes**

##### **3.1 Approval Items**

3.1.1 Approval of November 17, 2004 minutes  
**Attachment 3.1.1**

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#### **4.0 INFORMATION ITEMS**

##### **4.1 Port Truck Trip Reduction Strategies** **Attachment**

**Gill Hicks**  
**Gill Hicks and**  
**Associates**  
**20 minutes**

##### **4.2 Update on PierPASS** **Attachment**

**Bruce Wargo**  
**General Manager**  
**PierPASS**  
**20 minutes**

- 4.3 Goods Movement Paper for Secretary of Business  
Transportation and Housing Sunne McPeak

**Nancy Pfeffer**  
**SCAG**  
**10 minutes**

## **5.0 STAFF REPORT**

## **6.0 COMMENT PERIOD**

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must notify the Secretary (or Staff) and fill out a speaker's card prior to speaking. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.

## **7.0 NEXT MEETING**

The next meeting of the Goods Movement Task Force is scheduled for:

Wednesday, January 19, 2005  
9:30am-11am  
SCAG Offices  
San Bernardino A&B Conference Rooms

## **8.0 ADJOURNMENT**

# Impacts of Truck Reduction Strategies 2005 and 2010

Integrated Work Program to Reduce Truck  
Traffic and Increase Rail Traffic

Presented to

SCAG Goods Movement Task Force

December 15, 2004



# Analysis Objective

- Model the effect of various types of truck trip reduction strategies.
- Compare and contrast impacts of different strategies.
- Evaluate impact on I-710 and other major access routes.

## Projected Containerized Cargo Throughput Twenty-foot Equivalent Units (Millions of TEUs)

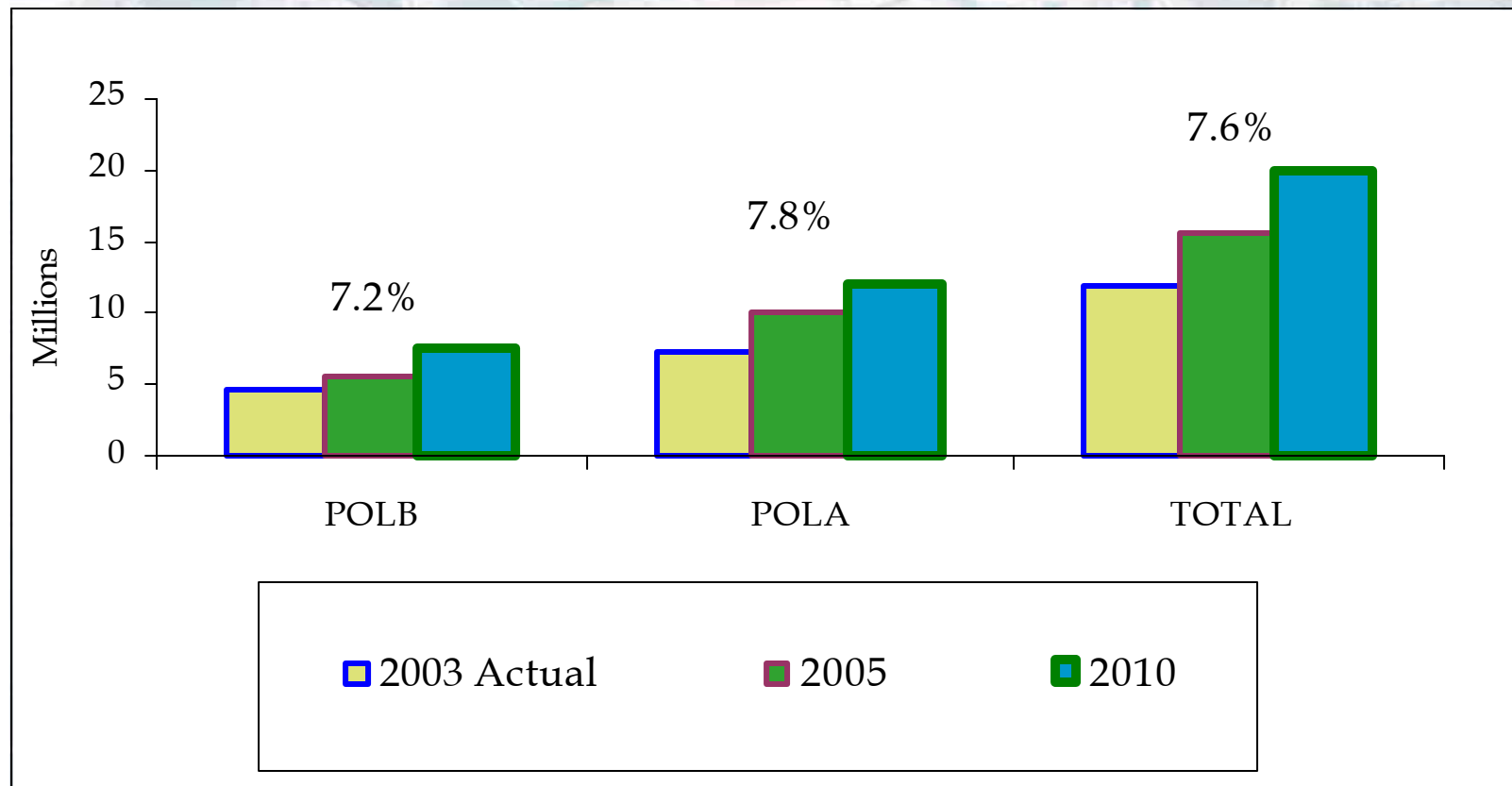
	2003 Actual	2005	2010
POLB	4.7	5.4	7.6
POLA	7.1	10.1	12.1
TOTAL	11.8	15.5	19.7

Compound Annual Growth Rate (CAGR) for both ports combined 2003 to 2010 is 7.6%.

Source: Port of Long Beach and Port of Los Angeles



# Projected Containerized Cargo Throughput and CAGR (2003-2010)



Compound Annual Growth Rate (CAGR) for both ports combined 2003 to 2010 is 7.6%.

Source: Port of Long Beach and Port of Los Angeles



# Types of Strategies

- Extended Gate Hours with 68-32-0 Gate Shift (Day-Night-Hoot) and 20% Weekend
- Increased use of on-dock yards with 1 or 3 additional trains per week from terminals that have or use on-dock yards.
- Virtual Container Yard: 5% or 10% empty re-use.

# Types of Strategies (cont.)

- Local Shuttle Trains
  - Demonstration: two 10-car trains per day five days/week (10 short trains/week)
  - Shuttle service: four 25-car trains per day five days per week (20 long trains/week)
- 2010 near-dock yard handling 1,000,000 TEUs (540,540 lifts) per year



# Types of Strategies (cont.)

- Combined Scenarios
  - 2005: VCY 5% re-use, increased on-dock rail one 25-car train per week, local shuttle service demo, extended gate hours 68-32-0 and 20% weekend.
  - 2010: VCY 10%, new near-dock yard (1 million TEU capacity), local shuttle train, extended gate hours 68-32-0 and 20% weekend.

# Performance Indicators

- Number of weekday port truck trips by truck type (loads, empties, chassis, bobtails)
- Weekday port truck miles of travel
- Number of weekday port trucks on I-710, I-110, SR-103, and Alameda Street north of Pacific Coast Highway, by period of day.

# Weekday I-710 Port Trips 2005 Scenarios

Scenario	Total Trips	Percent Change
a) Base 2005	22,704	
b) VCY 5% Reuse	22,386	-1.4%
c) VCY 10% Reuse	21,872	-3.7%
d) Extended Gate Hours 68-32-0/20	19,547	-13.9%
e) Shuttle Train Demo	22,479	-1.0%
f) Shuttle Train	21,464	-5.5%
g) Increased On-Dock Rail (+1/week)	22,228	-2.1%
h) Increased On-Dock Rail (+3/week)	21,281	-6.3%
i) Combined Scenario (b+d+e+g)*	18,677	-17.7%

\*Impacts are not additive due to interaction among strategies.



# Weekday I-710 Port Trips 2010 Scenarios

Scenario	Total Trips	Percent Change
a) Base 2010	27,009	
b) VCY 5% Reuse	26,607	-1.5%
c) VCY 10% Reuse	25,937	-4.0%
d) Extended Gate Hours 68-32-0/20	23,688	-12.3%
e) Shuttle Train	25,770	-4.6%
f) New Near-Dock Yard	25,078	-7.1%
g) Combined Scenario (c+d+e+f)*	21,626	-19.9%

Base 2010 volume is 19.0% higher  
than Base 2005 volume.

\*Impacts are not additive due to interaction among strategies.



# Weekday VMT Impacts 2005 Scenarios

Scenario	VMT	Percent Change
a) Base 2005	1,017,498	
b) VCY 5% Reuse	1,010,565	-0.7%
c) VCY 10% Reuse	999,178	-1.8%
d) Extended Gate Hours**	889,032	-12.6%
e) Shuttle Train Demo	989,887	-2.7%
f) Shuttle Train	879,791	-13.5%
g) Increased On-Dock Rail 1/week	998,419	-1.9%
h) Combined Scenario (b+d+e+g)*	838,241	-17.6%

\*\*No impact on VMT for extended gates measured over 7 days, because trips are being diverted to the weekend.

\*Impacts are not additive due to interaction among strategies.





# Weekday VMT Impacts 2010 Scenarios

Scenario	VMT	Percent Change
a) Base 2010	1,205,617	
b) VCY 5% Reuse	1,196,840	-0.7%
c) VCY 10% Reuse	1,182,212	-1.9%
d) Extended Gate Hours**	1,067,979	-11.4%
e) Shuttle Train	1,067,909	-11.4%
f) New Near-Dock Yard	1,147,665	-4.8%
g) Combined Scenario (c+d+e+f)*	861,677	-28.5%

**Base 2010 VMT is 18.5% higher  
than Base 2005 VMT.**

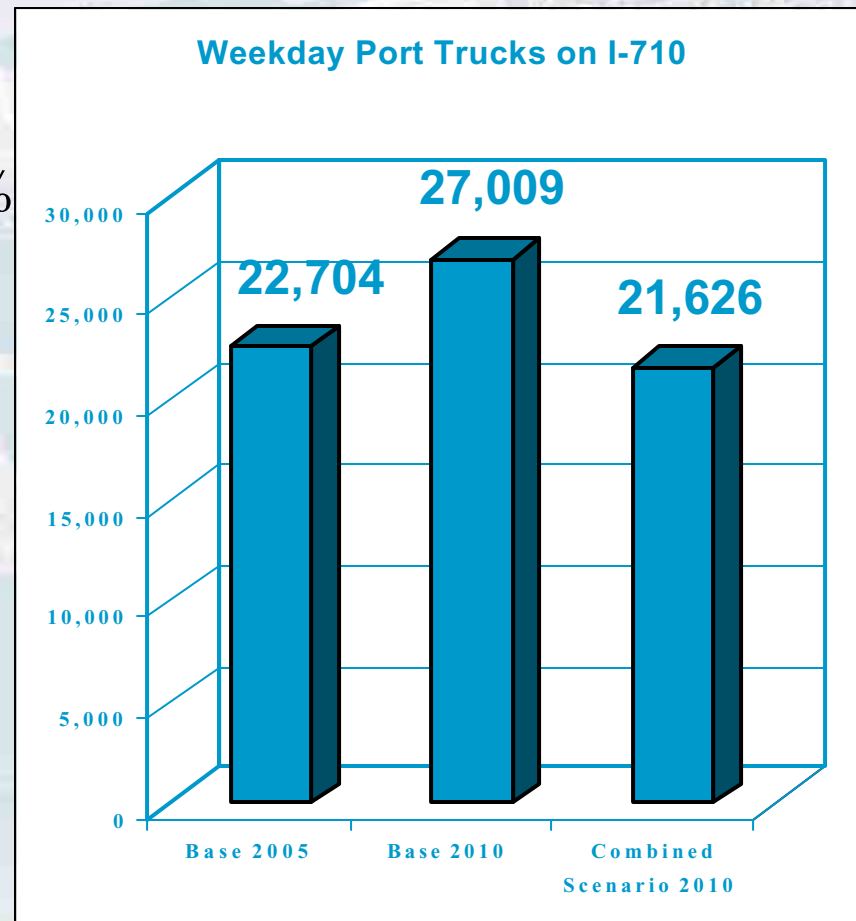
\*Impacts are not additive due to interaction among strategies.

\*\*No impact on VMT for extended gates measured over 7 days, because trips are being diverted to the weekend.



# Combined Scenario 2010

- Extended gate hours 68-32-0 day, night, hoot allocation and 20% weekend.
- Virtual container yard with 10% import-export box reuse.
- Shuttle train with four trains per day five days per week
- Near dock-yard with 1 million TEU Capacity



# Conclusions

- Trucks on I-710: Extended gate hours has greatest impact due to shift to weekend.
- Extended Gate Hours without 20% weekend shift has potentially adverse impact on PM peak period (4 p.m. to 7 p.m.)
- Vehicle miles of travel: Shuttle train has greatest impact (longer trips involved).
- 2010 Combined Scenario: reduces I-710 truck volumes to close to 2005 level.
- Need to project to 2025 to assess long-range impacts.
- Need “balanced portfolio” of strategies.



# MEMO

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**DATE:** December 15, 2004  
**TO:** Goods Movement Task Force  
**FROM:** Philbert Wong, Assistant Regional Planner  
[wongp@scag.ca.gov](mailto:wongp@scag.ca.gov), 213-236-1883  
**RE:** Update on PierPASS

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Mr. Bruce Wargo, General Manager of PierPASS, will speak on this item. PierPASS is an industry initiative to increase the use of night and weekend gate moves in order to move more cargo during those hours. To accomplish this goal, containers picked up or dropped off during peak hours will be assessed a \$20/TEU Traffic Mitigation Fee. However, containers picked up or dropped off during off peak hours, as well as containers subject to the Alameda Corridor fee, will be exempt. PierPass will collect the funds generated from these fees and allocate them to the marine terminals to help offset the incremental costs of operating additional gate hours.

